

holder shall keep the recorded information for at least 60 days or, if requested by the Administrator or the Board, for a longer period. Information obtained from the record is used to assist in determining the cause of accidents or occurrences in connection with investigations under part 830. The Administrator does not use the record in any civil penalty or certificate action.

[Doc. No. 6258, 29 FR 19205, Dec. 31, 1964, as amended by Amdt. 121-20, 31 FR 8912, June 28, 1966; Amdt. 121-23, 31 FR 15192, Dec. 3, 1966; Amdt. 121-32, 32 FR 13914, Oct. 6, 1967; Amdt. 121-130, 41 FR 47229, Oct. 28, 1976; Amdt. 121-135, 42 FR 36973, July 18, 1977; Amdt. 121-143, 43 FR 22642, May 25, 1978; Amdt. 121-197, 53 FR 26147, July 11, 1988; Amdt. 121-251, 60 FR 65933, Dec. 20, 1995]

**§ 121.360 Ground proximity warning-glide slope deviation alerting system.**

(a) No person may operate a turbine-powered airplane unless it is equipped with a ground proximity warning system that meets the performance and environmental standards of TSO-C92 (available from the FAA, 800 Independence Avenue SW., Washington, DC 20591) or incorporates TSO-approved ground proximity warning equipment.

(b) For the ground proximity warning system required by this section, the Airplane Flight Manual shall contain—

- (1) Appropriate procedures for—
  - (i) The use of the equipment;
  - (ii) Proper flightcrew action with respect to the equipment;
  - (iii) Deactivation for planned abnormal and emergency conditions;
  - (iv) Inhibition of Mode 4 warnings based on flaps being in other than the landing configuration if the system incorporates a Mode 4 flap warning inhibition control; and

(2) An outline of all input sources that must be operating.

(c) No person may deactivate a ground proximity warning system required by this section except in accordance with the procedures contained in the Airplane Flight Manual.

(d) Whenever a ground proximity warning system required by this section is deactivated, an entry shall be made in the airplane maintenance record that includes the date and time of deactivation.

(e) No person may operate a turbine-powered airplane unless it is equipped with a ground proximity warning/glide slope deviation alerting system that meets the performance and environmental standards contained in TSO-C92a or TSO-C92b or incorporates TSO-approved ground proximity warning-glide slope deviation alerting equipment.

(f) No person may operate a turbojet powered airplane equipped with a system required by paragraph (e) of this section, that incorporates equipment that meets the performance and environmental standards of TSO-C92b or is approved under that TSO, using other than Warning Envelopes 1 or 3 for Warning Modes 1 and 4.

[Doc. No. 28154, 60 FR 65933, Dec. 20, 1995]

EFFECTIVE DATE NOTE: At 65 FR 16755, Mar. 29, 2000, § 121.360 was amended by adding paragraph (g), effective Mar. 29, 2001. For the convenience of the user, the added text follows:

**§ 121.360 Ground proximity warning-glide slope deviation alerting system.**

\* \* \* \* \*

(g) This section expires on March 29, 2005.

**Subpart L—Maintenance, Preventive Maintenance, and Alterations**

SOURCE: Docket No. 6258, 29 FR 19210, Dec. 31, 1964, unless otherwise noted.

**§ 121.361 Applicability.**

(a) Except as provided by paragraph (b) of this section, this subpart prescribes requirements for maintenance, preventive maintenance, and alterations for all certificate holders.

(b) The Administrator may amend a certificate holder's operations specifications to permit deviation from those provisions of this subpart that would prevent the return to service and use of airframe components, powerplants, appliances, and spare parts thereof because those items have been maintained, altered, or inspected by persons employed outside the United States who do not hold U.S. airman certificates. Each certificate holder who uses parts under this deviation